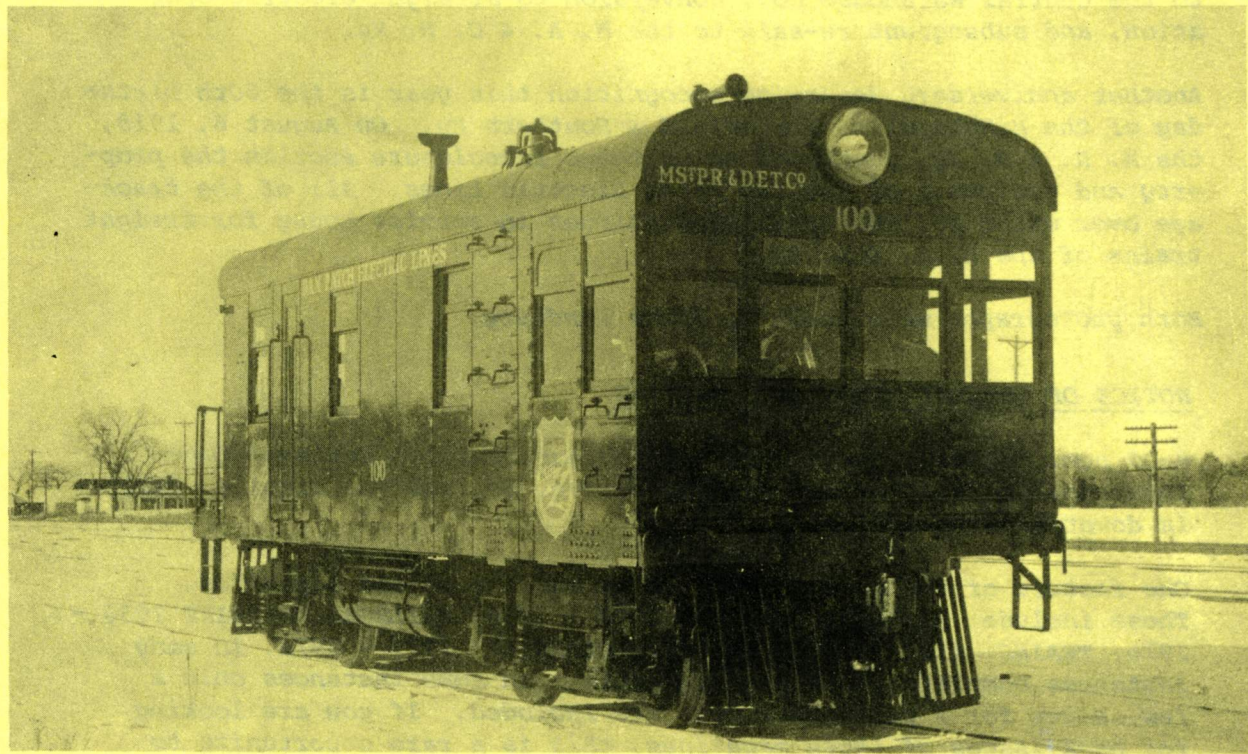
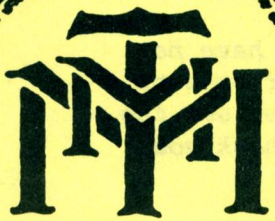




Official Publication of The Minnesota Transportation Museum, Inc.



MINNEGAZETTE

Post Office Box 1300, Hopkins, Minnesota 55343

MARCH-APRIL 1978

ABOUT THE COVER

Restoration substantially complete, Minneapolis, St. Paul, Rochester and Dubuque Electric Traction Co. No. 100 has its "rebuilder's" photograph taken at MTM's Como (BN) Shops, January, 1978. No. 100 will celebrate its 65th birthday this coming June.

No. 100's longevity is primarily due to decisions made by Charles P. Bratnober during the 1916 - 1922 period. This gentleman held simultaneously, during that period, the offices of: President of the Minneapolis, Anoka & Cuyuna Range Ry., President of the Central Warehouse Company, and Receiver of the M. St.P. R. & D. E. T. Co. (Dan Patch Electric Lines). It was he who was responsible for No. 100's sale to the Central Warehouse Co., conversion to straight electric operation, and subsequent re-sale to the M. A. & C. R. Ry.

Another anniversary deserving recognition this year is the 60th birthday of the Minneapolis, Northfield & Southern Ry. On August 6, 1918, the M. N. & S. Ry. purchased at mortgage foreclosure auction the property and equipment of the Dan Patch Electric Lines. All of the track-age over which No. 100 operated continues in service today for freight trains of the M. N. & S. Ry.

Both photographs were taken by Frank Sandberg.

NOTICE OF GENERAL MEMBERSHIP MEETING

8:00 p.m. Tuesday, March 28th, at the Northwestern National Life Insurance Co. auditorium, Washington Ave. So. and the Nicollet Mall in downtown Minneapolis.

One feature of the meeting will be an auction of old magazines. These include: RAILROAD STORIES 1932 - 1936; RAILROAD MAGAZINE 1936 - 1976; TRAINS 1942 - 1976; and RAIL CLASSICS 1973 - 1976. In many instances complete years are available. In some instances only a few issues for a particular year are included. If you are looking for back issues of these magazines, this is a rare opportunity to benefit yourself and MTM at the same time.

MEMBERSHIP DUES DEADLINE MARCH 15th

1978 MTM Membership dues are to be paid by March 15th. If you have not already paid them, please do so right away! Simply check your present membership card to determine when your membership expires. Then use the table and remittance form on the enclosure to make payment. Thank you for your cooperation.

PRESIDENT'S MESSAGE

I wish to take this opportunity to thank the outgoing members of the 1977 MTM Board of Directors for their tremendous contributions to our museum over the past year. As most of you know, Scott Heiderich, Dave Norman, and Norm Podas have opted for "retirement" so that they can concentrate their efforts in possibly more enjoyable aspects of our museum operations. Also Gordon Frederick, who has most capably published our Minnegazette for the past year, has unfortunately for us, taken an engineering position in Pennsylvania. He has been replaced, also most capably, by none other than Russ Olson. I am certain that Russ and the other new officers, Dale Hromadko, Grant Arneson, and Judy Sandberg, will receive the same cooperation and help from all MTM'ers as did their predecessors.

Some time in late March or early April you will receive an addressed and stamped questionnaire from Dale Hromadko, Steve Olson and Ken Snyder. The results of that questionnaire will enable MTM to plan our operations for the coming year. Please take a few minutes to fill it out and drop it into the mail. Again your cooperation and continued help is essential.

I am happy to announce that we have recently received word that the Como-Harriet Streetcar Line in its entirety, as well as No. 1300, have been placed on the National Register of Historic Places. This clearly demonstrates the true historical significance of our operation at Lake Harriet.

Other good news--in mid-January the Minnesota Historical Society through its grants-in-aid program presented MTM with a check in the amount of \$7,940 for use on the No. 328 restoration project. Also in January we received a grant of \$6,000 from the Margaret Rivers Foundation of Stillwater, Minnesota, also for use on the No. 328 project and other steam site restoration projects. Our sincerest thanks to both of these fine organizations for these most generous gifts. They will indeed hasten the day when No. 328 will again be under steam.

Frank Sandberg

WELCOME NEW MEMBERS!

Since the last issue of the Minnegazette, the following individuals have joined us in our objectives.

John and Barbara Bergan, Eden Prairie; Robert Bratnober, St. Paul; Hart's Cafe, Wayzata; David Heumann, Madison, Wis.; Thomas Lamphier, St. Paul; Mike Miller, Minneapolis; Cathy Olson, Minneapolis; and Lowell Wood, Bloomington.

With this issue of the Minnegazette we are sending the 1978 MTM Membership Directory. It was compiled in February from the information in MTM files. If your listing is not correct, please inform our Membership Secretary, David Norman, 3007 E. 24th St., Minneapolis 55406, Phone 729-2428.

THE RESULTS OF DEDICATED EFFORTS

The editor recently spent several minutes perusing the Treasurer's annual financial reports for the years 1970 (when MTM first began construction at Lake Harriet) through 1977. During those eight years MTM disbursed the following amounts for major projects.

<u>Como Harriet Streetcar Line</u>	
Track, overhead, electric power supply, buildings	\$42,326
Repairs to No. 1300	22,366
Restoration of Duluth St. Ry. No. 265	7,686
 <u>Restoration of Railroad Equipment</u>	
Dan Patch Electric Lines locomotive No. 100	\$ 7,148
N.P. Ry. triple combine No. 1102	2,734
N.P. Ry. steam locomotive No. 328	1,330
 Tools and Supplies for Como Shops	 \$ 5,931

In addition to the foregoing is the value of countless hours of volunteer labor plus donated materials, equipment and services. MTM has truly come a long way from a humble beginning.

FORMER TWIN CITY PCC CARS CHANGE OWNERS

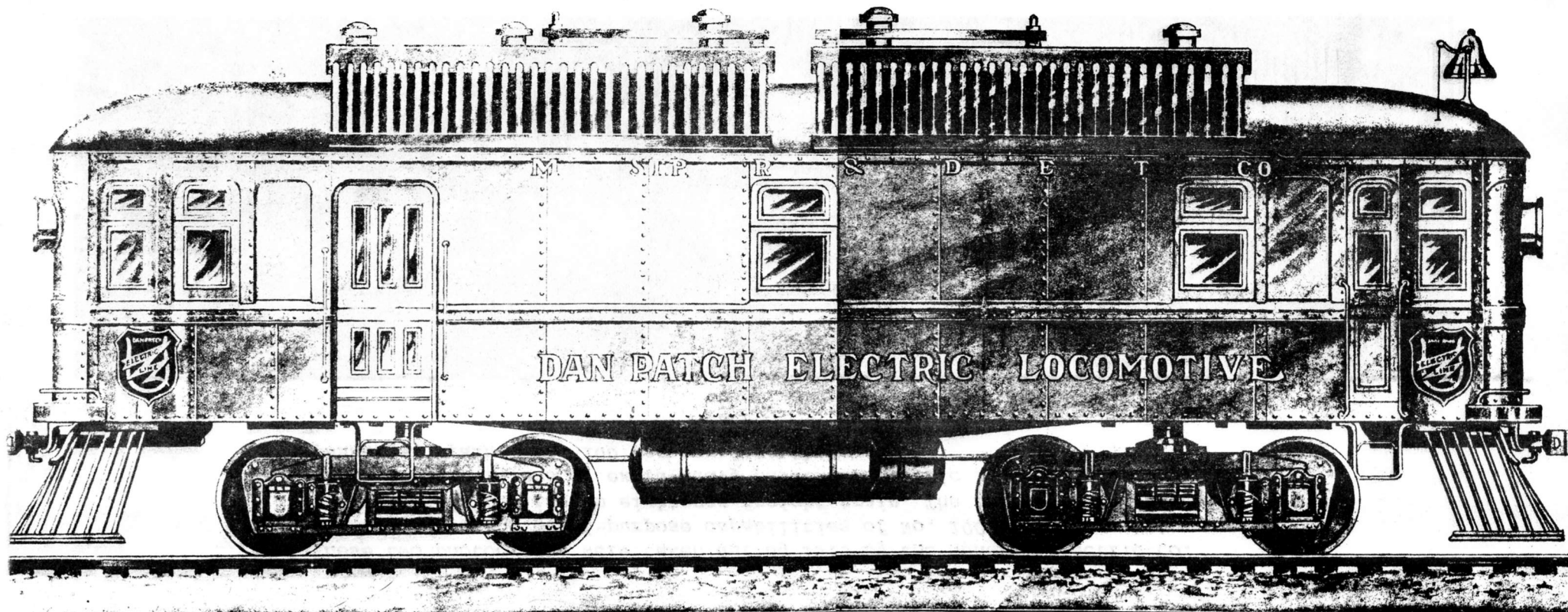
The Greater Cleveland Regional Transit Authority, which includes the former Shaker Heights Rapid Transit Co., purchased in November, 1977, two PCC cars from the Newark City Subway of the Transport of New Jersey. GCRTA cars 59 and 65, both former Twin City PCC cars, were wrecked in a head-on collision July 8, 1977, in the midst of a track renewal project. Newark cars 3 and 27, both former Twin City PCC cars, were acquired to replace them.

The Newark City Subway thus has 24 operable PCC cars. Damaged cars 8, 18, 29, and 30 are in storage. Present schedules do not require their rebuilding. Current car requirements are: Weekday base five cars, peak sixteen cars, evening one car; Saturday base four cars, evening one car; Sunday base two cars, evening one car.

The selling price of the two cars has been rumored to be \$50,000 each. When the cars were purchased new by the Twin City Rapid Transit Co. they cost \$20,646 each (1946), \$21,903 each (1947), and \$28,998 each (1949). They were sold to Newark in 1953 for \$10,000 each. If the rumor is true, a well-maintained PCC car remains a valuable piece of equipment.

DAN PATCH ELECTRIC LINES LOCOMOTIVE NO. 100

No. 100 was delivered from the builder under its own power. It was immediately placed in service, July 4th, 1913. On the following two pages we present a photographic record of No. 100's activities during its first summer of operation.

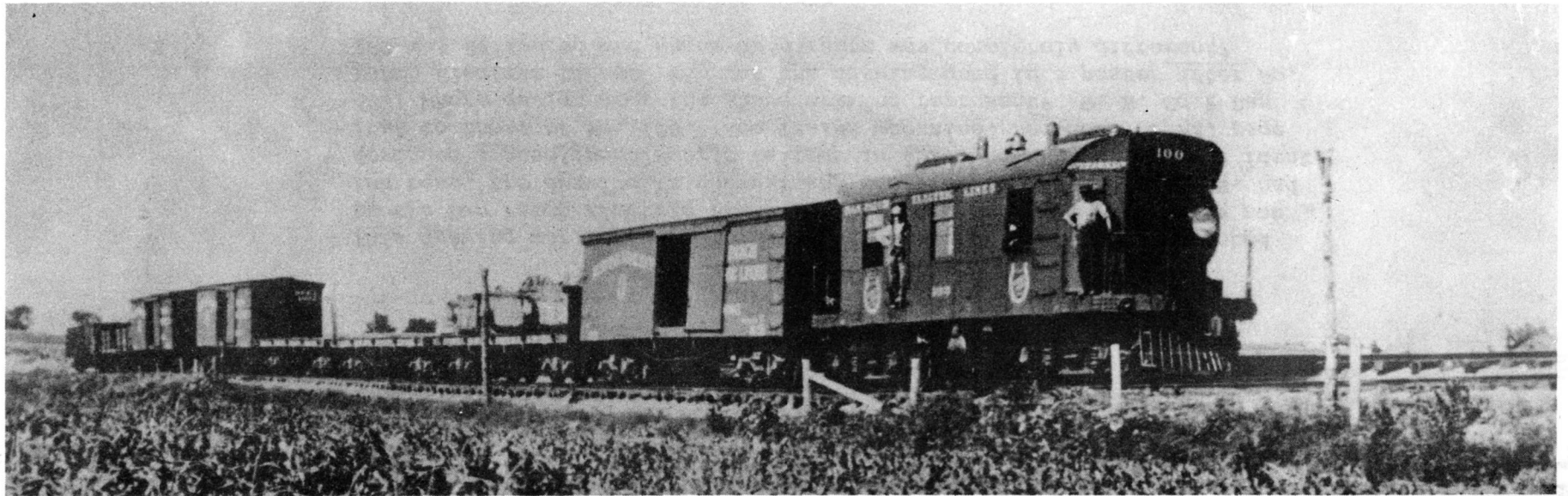


A WONDERFUL ACHIEVEMENT. THE NEWEST INVENTION IN TRANSPORTATION. THE 640 HORSE POWER, DAN PATCH ELECTRIC LINE, GASOLINE-ELECTRIC LOCOMOTIVE.

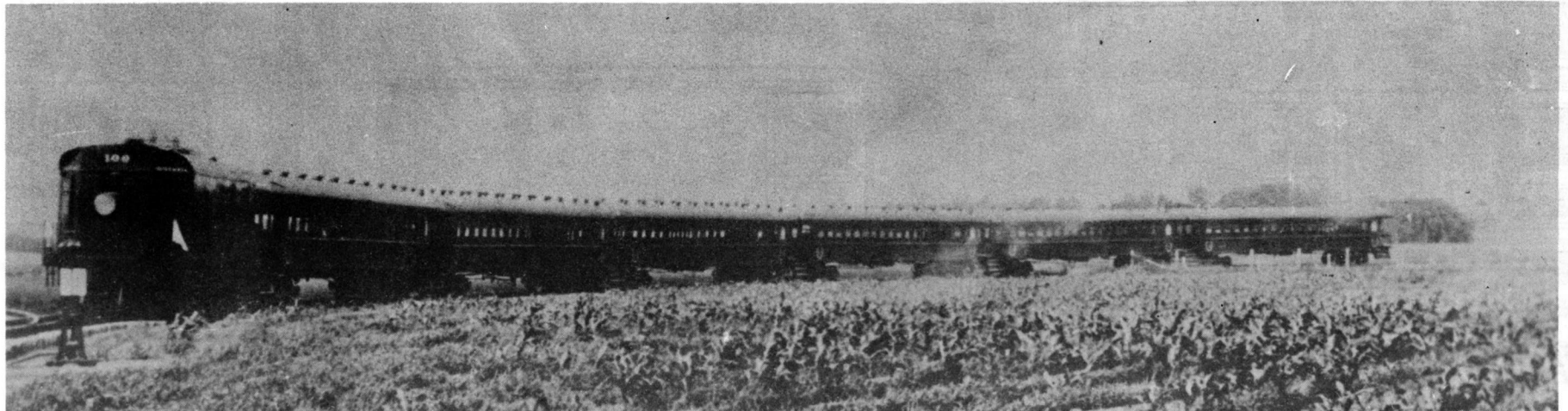
Our new High Power Gasoline-Electric Locomotive, Manufactured for us by the General Electric Company, was delivered July 4th and was put into immediate service. On the 4th of July we had one of the Largest Crowds of Record at Antlers Park, all of our equipment in constant operation. Five, Six and Seven, Steel Car Trains ran on short schedules between our 54th Street Station and Antlers Park. Even until late at night the outgoing trains were loaded from baggage room to rear steps.

WHAT MIGHT HAVE BEEN

This drawing was reproduced from a large promotional poster printed by the Dan Patch Electric Lines in 1913. Although the quality is not the best, the drawing is unusual and deserves reproduction. G. E. had designed a gasoline-electric railcar in 1912 whose power end was identical to those of No. 100. (See TRAINS magazine, December, 1973, page 42.) Whose design does the above drawing represent? G. E. Co.? Dan Patch Electric Lines? Why was the drawing used in a poster after No. 100 was delivered and whose appearance was completely different?



These two photographs were taken during 1913 by the General Electric Co. to illustrate the multi-purpose capabilities of No. 100. The top photo shows No. 100 pulling an eight-car freight train. The bottom photo indicates that when excursions or extra heavy passenger traffic required six-car passenger trains, No. 100 was equal to the task.





MINNESOTA STREETCAR MUSEUM

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August 2021

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